

Local Road and Street Finance Questionnaire Report

FY 20201 State Fiscal Year (July 1, 2020 - June 30, 2021)

Background and Purpose

Oregon's Local Road and Street Finance Questionnaire is conducted each year in order to track annual receipts (Part I), expenditures (Part II), debt information (Part III), and capital outlays on the National Highway System (NHS) (Part IV). Financial information on the NHS is often incomplete as many local jurisdictions' accounting systems do not segregate the expenditures made on NHS segments from undertaken roads and streets work.

Questionnaire information is compiled by the Oregon Department of Transportation (ODOT) to support the Federal Highway Administration's (FHWA's) Local Highway Finance Report (FHWA-536). FHWA-536 information is used to prepare national tables depicting the financing of highway activities at the local jurisdiction level. Combined with other highway finance information, FHWA-536 data permit FHWA to estimate national highway needs and is used in the development of highway policy and programming decisions. Additionally, questionnaire information is shared with the League of Oregon Cities (LOC) and the Association of Oregon Counties (AOC) for their reports to the Legislative Assembly required by ORS 366.790 and ORS 366.774. The Oregon Highway Cost Allocation Study (HCAS), mandated every two years by the Oregon Constitution, also relies on the Local Road and Street Finance Questionnaire for local finance information not available anywhere else.

Finance data is gathered through a survey sent to the directors of finance and public works in all 36 counties, the 4 road assessment districts of Malheur County, and the 76 cities with populations of 5,000 or more (determined by the latest annual population estimates prepared by Portland State University's Population Research Center).

The survey response rate of local jurisdictions for state fiscal year (FY) 2021 survey is 99.14% -- down from the FY 2020 rate of 100%, when all eligible jurisdictions submitted surveys. While a number of jurisdictions noted significant challenges in completing the FY 2021 questionnaire only Canby, which experienced major staffing changes, failed to submit a completed survey. The city of Philomath submitted its first survey response this year, having grown to a population of more than 5,000 in the last year. Not included in the FY 2021 survey is Dunes City which mistakenly was identified as a community

having grown to a population of more than 5,000 in last year's survey.

The Local Road and Street Survey reports Total Funds Available (Total Receipts + Beginning Balance) and Total Funds Accounted (Total Disbursements + Ending Balance) for roads and Streets in each of Oregon's 36 counties, Malheur's four road districts and local jurisdictions with a population greater than 5,000.

Total Receipts includes funds from local, private, state, and federal sources.

Receipts from Local Sources include:

- Special Assessments - such as property tax or system development charges
- Local Options Road Users fees - fuel taxes (minus collection costs) and vehicle registration fees
- Other Local – such as parking meters and fines, permits and land use fees, and interest income
- Receipts from Other local Governments – cities and counties
- Proceeds from the sale of Bonds and Notes.

Receipts from State Sources include:

- State Highway Fund Apportionment – local allocation from State Highway Fund
- State Grants
- Highway Fund Exchange Program
- Other State sources

Receipts from Federal Government Sources include:

- US Forest Service Annual Distribution
- Federal Grants
- Federal receipts for emergency events – Federal Emergency Management Agency (FEMA), FHWA Emergency Relief
- Other Federal sources

The Beginning Balance is all operating and reserve funds containing dedicated road and street funds, as of the end of the previous fiscal year. Typical funds Include:

- General Road Fund (primary operating fund for road department)
- Road Reserve Fund
- Bike and Footpath Fund
- Capital Construction Funds
- Bridge Funds

- Road Equipment Reserve Funds
- Special Road District Funds.

Total Receipts, in addition to Beginning Balance, equals the Total Funds Available for disbursement during the state fiscal year.

Total Disbursements include all direct and indirect costs necessary for construction and maintenance of local roads and streets. This includes expenditures for shop buildings, equipment, maintenance and the operation of equipment.

Total Disbursements consists of four categories: Local Disbursements, Debt Service on Local Bonds and Notes, Payments to other Jurisdictions for work on their roads and streets, and Expenditures that are reimbursed for work on other's roads and streets.

Local Disbursements include:

- Expenditures for Capital Projects
 - Right of way
 - Project Engineering
 - Construction –New Facilities, Bike/Ped paths, Preservation & Enhancement
- Operations and Maintenance
- Administration and General Engineering
- Matching funds for Local Agency Projects

Debt Service on Local Obligations include:

- Bonds
- Notes

Payments to other Jurisdictions for work on their roads and streets include:

- To Counties
- To Cities
- To Other Local Agencies

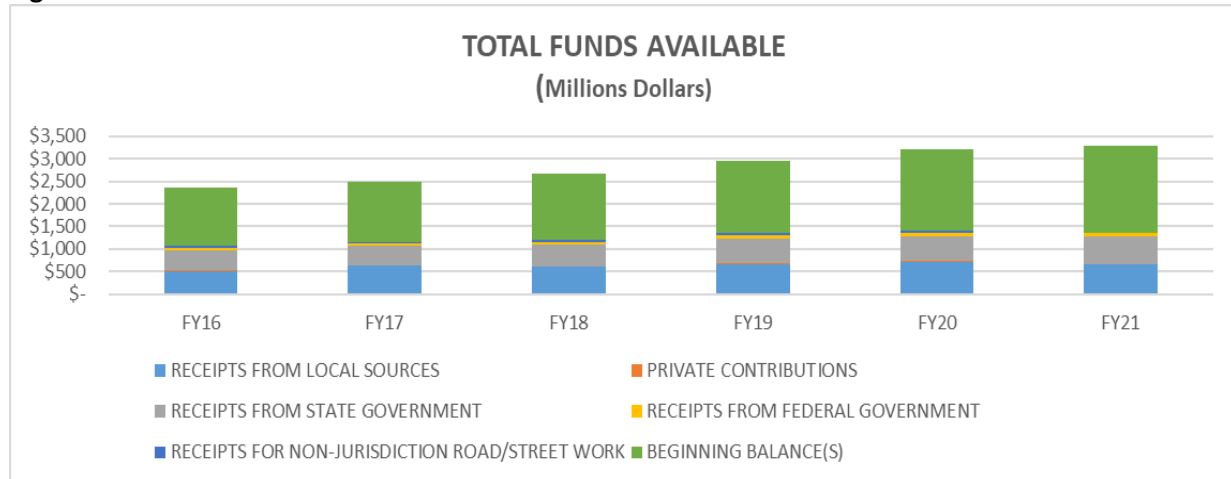
Expenditures that are reimbursed for work on other's roads and streets include:

- Non-road and Street work
- Work reimbursed by another agency for their road/street work

Results and Trends

Total Funds Available increased \$140.9 million, or about 4.4 percent from \$3,209.3 million in FY 2020 to \$3,350.2 million in FY 2021.

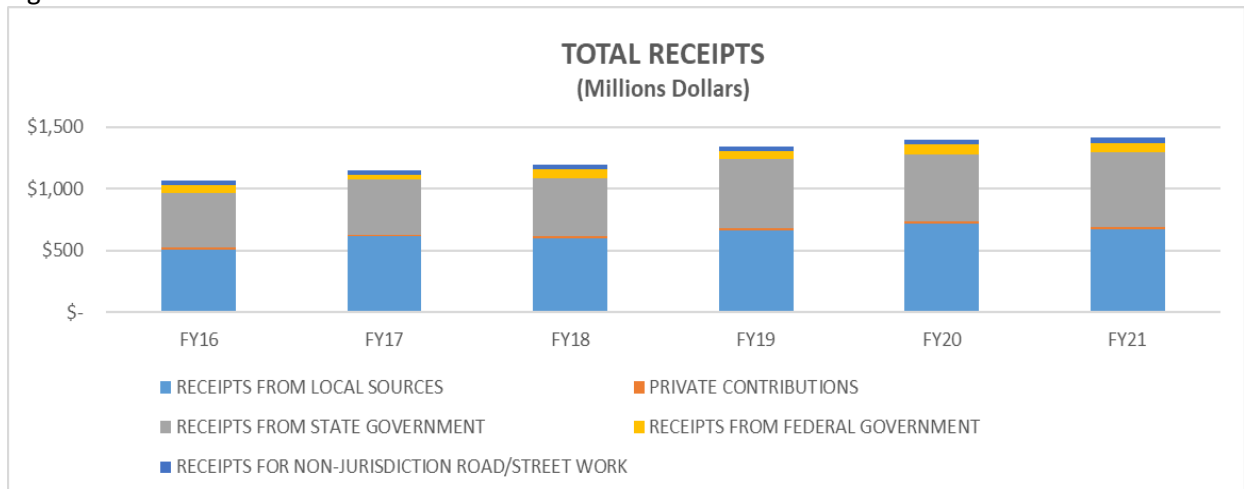
Figure 1



By far, the greatest contributor to Total Funds Available is the fund of reserves, Beginning Balance, which accounts for approximately 58 percent of Total Funds Available. Beginning Balance increased \$125.8 million while Total Receipts increased by only \$15.1 million, slightly increasing the Beginning Balance to 57.9 percent of Total Funds Available in FY 2021 compared to 56.5 percent in FY 2020.

Compared to the FY 2020 report, the FY 2021 report shows an increase of 1.1 percent for Total Receipts from \$1,395.8 million to \$1,410.9 million, increasing \$15.1 million.

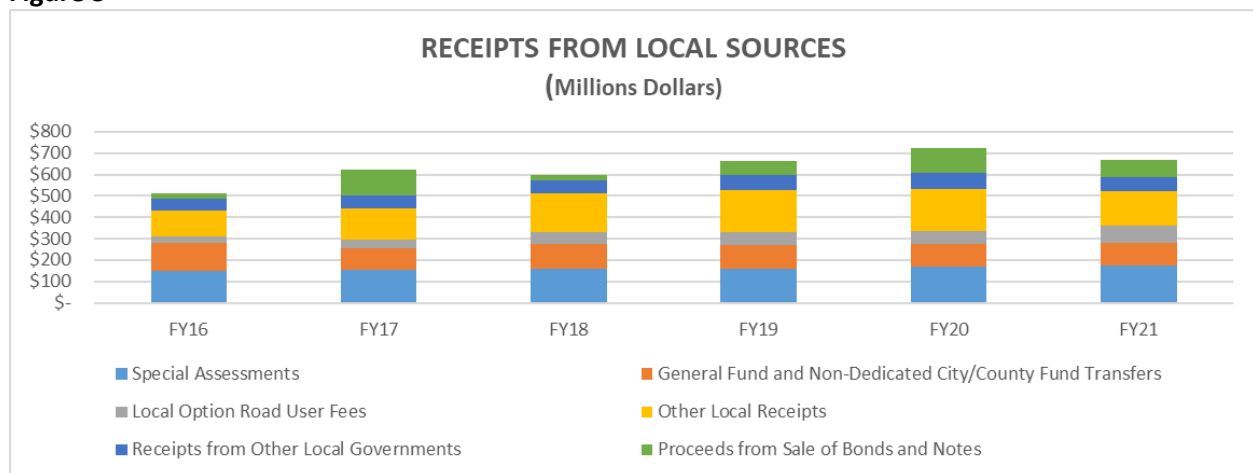
Figure 2



Receipts from Local Sources is the largest contributor of Total Receipts in FY 2021, comprising about 47 percent of overall receipts. Receipts from State Government account for about 43 percent, Receipts from Federal Government make up 5.5 percent. Private Contributions and Receipts from Non-Jurisdiction Road/Street Work combine to account for the remaining 4.3 percent of Total Receipts.

Receipts from Local Sources decreased by \$52.3 million from \$721.7 million in FY 2020 to \$669.4 million in FY2021.

Figure 3

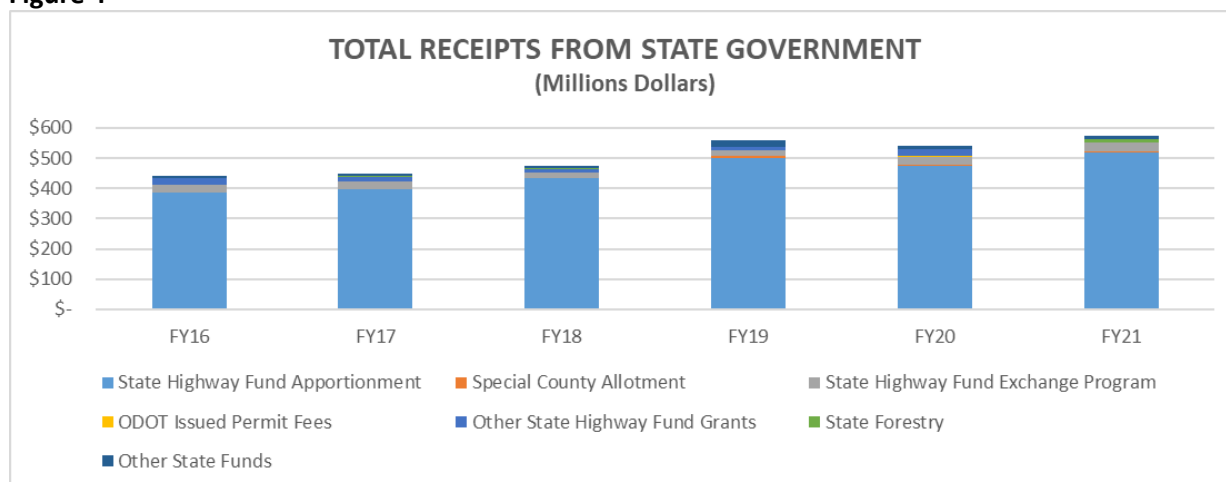


The decrease in revenue from Local Sources was driven by reductions in Other Local Receipts, Receipts from Other Local Governments and reduced Proceeds from Sale of Bonds and Notes. Decreases in Other Local Receipts and Receipts from Other Local Governments account for \$46.0 million of the decrease in Receipts from Local Sources. Other Local Receipts decreased by 18.4 percent, from \$196.8 million in FY 2020 to \$160.6 million in FY 2021; Receipts for Other Local Governments decreased by 13.0 percent, from \$75.1 million in FY 2020 to \$65.3 million in FY 2021. The Proceeds from the Sale of Bonds and Notes (Debt), accounted for \$31.8 million of the decrease in Receipts from Local Sources. Proceeds from increased Debt decreased by 27.6 percent, from \$115.4 million in FY 2020 to \$83.6 million in FY 2021.

Offsetting some of the decline in Receipts from Local Sources was an increase in Local Road User Fees. Receipts from this source increased 33.6 percent, from \$58.1 million in FY 2020 to \$77.7 million in FY 2021 reflecting ongoing recovery from adverse COVID-19 impacts on motor fuel purchases.

As the second largest source of Total Receipts, Receipts from State Government increased 11.2 percent from \$541.6 million in FY 2020 to \$602.4 million in FY 2021.

Figure 4



Since FY 2018, receipts from this source have been increasing due to the transportation package, (HB 2017), passed in the 2017 Legislative Session. This law, known as “Keep Oregon Moving”, increased DMV title and registration fees, the motor fuels tax, and the weight-mile tax, beginning January 1, 2018, with a subsequent increase in January 2020, and further increases coming in 2022 and 2024. The increases are shared with local governments and show up in the State Highway Fund Apportionments. FY 2020 receipts have been the exception to the current positive growth trend due to the COVID-19 induced shutdown of DMV field offices and dramatic drop in motor fuel sales due to extraordinary reductions in personal and business travel.

Proceeds from the State Highway Fund Apportionment which account for 87 percent of receipts from State Government increased by 10.2 percent, from \$475.4 million in FY 2020 to \$523.8 million in FY 2021, reflecting ongoing recovery from adverse COVID-19 impacts on motor fuel purchases. Receipts from State Forestry demonstrated the greatest percentage increase in growth in Receipts from State Government, growing by 141.8 percent, from \$2.7 million in FY 2020 to \$6.6 million in FY 2021.

When comparing financial information of the previous year’s report and the current year’s report, a major funding factor involves Ending and Beginning Balances. The Ending Balance of the previous year under Part II – Disbursements ideally should match the Beginning Balance of the current year under Part I – Receipts. The FY 2020 Ending Balance of \$1,856.7 million is different from the FY 2021 Beginning Balance of \$1,939.3 million by \$82.6 million or about 4.4 percent. It is important to recognize that any disparities between the previous year’s report Ending Balance and the current year’s Beginning Balance may be attributed to the permitted submission of unaudited entries and differences in the total number

of jurisdictions submitting surveys.

Finally, aggregate summary survey results for the last six years and comparisons (in absolute terms and percentage changed) between the last two surveys are presented in Table 1. Following Table 1 are the individual data submitted by each local jurisdiction for Parts I Receipts through IV Expenditures on Classified and Local Roads and Streets.

Table 1

	FY16	FY17	FY18	FY19	FY20	FY21	Absolute Change 20-21	Percent Change 20-21
RECEIPTS FROM LOCAL SOURCES								
Special Assessments	\$ 150,835,045	\$ 155,312,655	\$ 161,614,240	\$ 159,304,620	\$ 171,571,007	\$ 174,978,421	\$ 3,407,414	1.99%
General Fund and Non-Dedicated City/County Fund Transfers	\$ 130,615,285	\$ 99,412,836	\$ 115,734,846	\$ 111,058,608	\$ 104,704,664	\$ 107,276,585	\$ 2,571,921	2.46%
Local Option Road User Fees	\$ 28,866,723	\$ 39,791,917	\$ 51,409,993	\$ 62,397,946	\$ 58,147,525	\$ 77,690,847	\$ 19,543,321	33.61%
Other Local Receipts	\$ 119,847,874	\$ 147,188,756	\$ 184,937,551	\$ 194,608,581	\$ 196,751,080	\$ 160,557,362	\$ (36,193,718)	-18.40%
Receipts from Other Local Governments	\$ 55,268,682	\$ 62,260,752	\$ 59,012,638	\$ 69,944,077	\$ 75,121,917	\$ 65,333,318	\$ (9,788,599)	-13.03%
Proceeds from Sale of Bonds and Notes	\$ 25,824,524	\$ 117,646,726	\$ 26,401,864	\$ 64,076,023	\$ 115,395,755	\$ 83,556,582	\$ (31,839,173)	-27.59%
TOTAL RECEIPTS FROM LOCAL SOURCES	\$ 511,258,133	\$ 621,613,642	\$ 599,111,132	\$ 661,389,855	\$ 721,691,949	\$ 669,393,114	\$ (52,298,834)	-7.25%
PRIVATE CONTRIBUTIONS	\$ 13,993,106	\$ 7,122,485	\$ 15,014,544	\$ 17,002,915	\$ 17,105,405	\$ 24,500,610	\$ 102,490	0.60%
RECEIPTS FROM STATE GOVERNMENT								
State Highway Fund Apportionment & 1% Bike/Ped	\$ 385,432,453	\$ 396,900,076	\$ 433,755,483	\$ 501,473,764	\$ 475,371,148	\$ 523,833,759	\$ 48,462,611	10.19%
Special County Allotment	\$ 764,199	\$ 368,784	\$ 1,313,054	\$ 4,574,897	\$ 3,951,721	\$ 4,490,301	\$ 538,580	13.63%
State Highway Fund Exchange Program	\$ 23,827,972	\$ 25,324,989	\$ 17,690,246	\$ 19,186,904	\$ 25,865,726	\$ 29,316,211	\$ 3,450,485	13.34%
ODOT Issued Permit Fees	\$ 605,339	\$ 566,124	\$ 498,242	\$ 1,584,237	\$ 825,192	\$ 682,162	\$ (143,030)	-17.33%
Other State Highway Fund Grants	\$ 22,825,851	\$ 14,162,464	\$ 10,971,584	\$ 10,004,516	\$ 21,807,973	\$ 29,467,846	\$ 7,659,873	35.12%
State Forestry	\$ 1,190,762	\$ 2,390,487	\$ 1,295,007	\$ 1,123,860	\$ 2,719,672	\$ 6,576,480	\$ 3,856,808	141.81%
Other State Funds	\$ 6,770,947	\$ 8,000,544	\$ 9,326,548	\$ 20,550,658	\$ 11,027,268	\$ 8,013,279	\$ (3,013,989)	-27.33%
TOTAL RECEIPTS FROM STATE GOVERNMENT	\$ 441,417,523	\$ 447,713,468	\$ 474,850,164	\$ 558,498,836	\$ 541,568,700	\$ 602,380,038	\$ 60,811,338	11.23%
RECEIPTS FROM FEDERAL GOVERNMENT								
US Forest Service Annual Distribution	\$ 37,784,979	\$ 4,368,550	\$ 33,111,386	\$ 32,449,416	\$ 29,642,028	\$ 25,640,076	\$ (4,001,952)	-13.50%
USFS and O&C Title II	\$ 478,335	\$ 529,908	\$ 885,312	\$ 913,192	\$ 1,170,213	\$ 461,208	\$ (709,005)	-60.59%
5% Distribution of BLM Land Sales	\$ 27,859	\$ 23,955	\$ 83,376	\$ 74,069	\$ 86,884	\$ 50,379	\$ (36,504)	-42.02%
BLM Mineral Leases	\$ 216,985	\$ 317,505	\$ 160,459	\$ 84,988	\$ 79,262	\$ 144,158	\$ 64,895	81.87%
U.S. Taylor Grazing Apportionment	\$ 11,464	\$ 10,056	\$ 5,955	\$ 7,464	\$ 5,182	\$ 9,459	\$ 4,277	82.55%
Federal Flood Control	\$ -	\$ 13,810	\$ 18,482	\$ 16,192	\$ 14,841	\$ 46,243	\$ 31,402	211.59%
Housing and Urban Development	\$ 8,035	\$ 101,000	\$ 149,956	\$ 19,336	\$ 176,375	\$ -	\$ (176,375)	-100.00%
Federal Receipts for FHWA Grants	\$ 12,811,870	\$ 20,866,228	\$ 23,410,067	\$ 13,554,660	\$ 12,625,987	\$ 17,119,301	\$ 4,493,314	35.59%
Other Federal Fund Receipts	\$ 12,710,078	\$ 8,043,191	\$ 5,774,663	\$ 19,125,839	\$ 34,300,474	\$ 31,248,995	\$ (3,051,479)	-8.90%
FEMA - Public Assistance	\$ 1,985,320	\$ 3,643,064	\$ 4,316,754	\$ 3,198,831	\$ 2,297,852	\$ 1,251,798	\$ (1,046,054)	-45.52%
FHWA - Emergency Relief	\$ 170,999	\$ 847,306	\$ 2,067,030	\$ 53,706	\$ 48,768	\$ 1,275,522	\$ 1,226,754	2515.48%
TOTAL RECEIPTS FROM FEDERAL GOVERNMENT	\$ 66,205,924	\$ 38,764,573	\$ 69,983,440	\$ 69,497,692	\$ 80,447,867	\$ 77,247,140	\$ (3,200,727)	-3.98%
RECEIPTS FOR NON-JURISDICTION ROAD/STREET WORK	\$ 36,506,922	\$ 34,618,821	\$ 34,292,984	\$ 36,525,168	\$ 34,951,128	\$ 37,355,618	\$ 2,404,490	6.88%
TOTAL RECEIPTS	\$ 1,069,381,608	\$ 1,149,832,989	\$ 1,193,252,264	\$ 1,342,914,466	\$ 1,395,765,049	\$ 1,410,876,520	\$ 15,111,472	1.08%
BEGINNING BALANCE(S)	\$ 1,301,080,742	\$ 1,337,551,990	\$ 1,478,131,108	\$ 1,620,006,975	\$ 1,813,500,866	\$ 1,939,279,508	\$ 125,778,643	6.94%
TOTAL FUNDS AVAILABLE	\$ 2,370,462,350	\$ 2,487,384,979	\$ 2,671,383,372	\$ 2,962,921,440	\$ 3,209,265,914	\$ 3,350,156,029	\$ 140,890,114	4.39%
TOTAL DISBURSEMENTS	\$ 1,029,178,558	\$ 1,050,480,602	\$ 1,120,953,477	\$ 1,173,852,861	\$ 1,334,782,507	\$ 1,366,553,744	\$ 31,771,236	2.38%
ENDING BALANCE(S)	\$ 1,341,283,792	\$ 1,436,904,377	\$ 1,550,429,895	\$ 1,789,068,579	\$ 1,856,666,359	\$ 1,983,602,287	\$ 126,935,928	6.84%
TOTAL FUNDS ACCOUNTED FOR	\$ 2,370,462,350	\$ 2,487,384,979	\$ 2,671,383,372	\$ 2,962,921,440	\$ 3,191,448,866	\$ 3,350,156,030	\$ 158,707,164	4.97%

OREGON DEPARTMENT OF TRANSPORTATION In cooperation with The League of Oregon Cities and the Association of Oregon Counties			Please Return to: Economics@dot.state.or.us	
Local Road and Street Questionnaire for the Fiscal Year Ending June 30, 2020				
Prepared by: _____ E-mail: _____ Phone: _____			Local Jurisdiction Name: Master	
I. RECEIPTS FOR ROAD AND STREET PURPOSES			AMOUNT	
Please specify accounting method used: Cash or Accrual				
A. RECEIPTS FROM LOCAL SOURCES				
1. Special Assessments			\$174,978,421	
A.1.a: Permanent Property Tax or Assessment			\$681,508	
A.1.b: Limited Duration Property Tax or Assessment			\$2,867,162	
A.1.c: Traffic impact fees or system development charges			\$24,247	
A.1.d: Transportation Utility Fees			\$688,087	
A.1.e: Local Improvement Districts (or similar)			\$1,632,177	
A.1.f: Urban Renewal District			\$7,024	
A.2: General Fund and Non-Dedicated City/County Fund Transfers			\$515,006	
3. Local Option Road User Fees (include only what you actually keep)			\$77,690,847	
A.3.a: Please see instructions			\$0	
A.3.b: Motor Vehicle Registration fees			\$193,374	
4. Other Local Receipts			\$140,557,362	
A.4.a: Interest income			(\$32,321)	
A.4.b: Traffic fines			\$9,866	
A.4.c: Parking meters and fines			\$6,406	
A.4.d: Permits and land use fees			\$9,813	
A.4.e: Sales of Surplus Land & Equipment and Rentals			\$269,293	
A.4.f: Hotel/Motel Taxes			\$1,063,686	
A.4.g: Franchise fees			\$8,295	
A.4.h: Other (Please specify source and amount for each source)			\$3,407	
A.4.h.1			\$96,884	
A.4.h.2			\$32,972	
A.4.h.3			\$105,321	
5. Receipts from Other Local Governments			\$46,333,318	
A.5.a: From Cities			\$0	
A.5.b: From Counties			\$0	
A.5.c: Other (Please specify source and amount for each source)			\$254,857	
A.5.c.1			\$0	
A.5.c.2			\$0	
A.5.c.3			\$0	
6. Proceeds from Sale of Bonds and Notes			\$83,656,582	
A.6.a: Bonds (Must equal Part III, Item B.1)			\$0	
A.6.b: Notes (Must equal Part III, Item B.2)			\$0	
B. PRIVATE CONTRIBUTIONS			\$24,600,610	
C. RECEIPTS FROM STATE GOVERNMENT			\$518,542,213	
C.1.a: State Highway Fund Apportionment (including 1% Bike/Pedestrian Path money)			\$4,060,791	
C.1.b: Special County Allotment			\$1,513,586	
C.1.c: State Highway Fund Exchange Program			\$689,594	
C.1.d: ODOT Issued Permit Fees			\$676,706	
C.1.e: Other State Highway Fund Grants (Please specify source and amount for each source)			\$7,349,215	
C.1.f: State Forestry			\$6,860,481	
C.1.g: Other State Funds (Please specify source & amount for each source)			\$495,183	
C.1.g.1			\$1,336,462	
C.1.g.2			\$1,246,623	
C.1.g.3			\$927,546	
D. 1. Receipts from Federal Government			\$25,440,076	
D.1.a: US Forest Service Annual Distribution			\$461,208	
D.1.b: USFS and O&C Title II			\$50,379	
D.1.c: 5% Distribution of BLM Land Sales			\$144,158	
D.1.d: BLM Mineral Leases			\$59,459	
D.1.e: U.S. Taylor Grazing Apportionment			\$44,243	
D.1.f: Federal Flood Control			\$0	
D.1.g: Housing and Urban Development			\$0	
D.1.h: Economic Development Administration			\$0	
D.1.i: Federal Receipts for FHWA Grants			\$17,119,301	
D.1.j: Other Federal Fund Receipts (Please specify source & amount for each source)			\$31,248,995	
D.1.j.1			\$0	
D.1.j.2			\$0	
D.1.j.3			\$0	
2. Federal Receipts for Federally Declared Emergency Events:			\$1,251,798	
D.2.a: FEMA - Public Assistance			\$1,275,522	
D.2.b: FHWA - Emergency Relief			\$0	
E. 1. RECEIPTS FOR NON-JURISDICTION ROAD/STREET WORK (see instructions)			\$37,355,618	
E.1.a: Non-road and street work			\$9,756	
E.1.b: Work for other jurisdictions			\$42,986	
TOTAL RECEIPTS			\$1,410,876,520	
BEGINNING BALANCE(S) Should be prior year's ending balance			\$1,939,279,508	
TOTAL FUNDS AVAILABLE (Must equal Total Funds Accounted for on Part II)			\$3,350,156,029	
Does Total Funds Available equal Total Funds Accounted for??			TRUE	

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OREGON DEPARTMENT OF TRANSPORTATION In cooperation with The League of Oregon Cities and the Association of Oregon Counties				Please Return to: Economics@odot.state.or.us	
Local Road and Street Questionnaire for the Fiscal Year Ending June 30,				2020	
Prepared by:		Local Jurisdiction Name:			
E-mail					
Phone					
II. DISBURSEMENTS FOR ROAD AND STREET PURPOSES				AMOUNT	
A. LOCAL DISBURSEMENTS (Identify by footnote the application of private contributions)					
1. Capital Projects - Construction, Expansion and Preservation					
A.1.a: Right-of-way					
A.1.b: Project engineering					
A.1.c: Construction					
A.1.c.1: New Facilities					
A.1.c.2: Capacity Improvements					
A.1.c.3: Bicycle and Pedestrian Paths					
A.1.c.4: System Preservation					
A.1.c.4: System Enhancement					
Footnote 1					
Footnote 2					
Footnote 3					
2. Operations and Maintenance					
A.2.a: General maintenance of condition					
A.2.b: Safety and traffic maintenance					
A.2.c: Snow and ice removal					
A.2.d: Extraordinary maintenance (not including Declared Emergency Events)					
A.2.e: Federally declared emergency events					
3.					
A.3: Administration and General Engineering Costs shown here should include, but not be limited to: General supervision & administration, all clerical & accounting costs, administrative fees paid to agency general funds, long range planning costs, permit issuing costs (permit acquisition should be included in construction), operations and maintenance engineering, highway planning, traffic studies, and research activities					
4.					
A.4: Match Payments for Local Agency Projects					
B. DEBT SERVICE ON LOCAL OBLIGATIONS					
1. Bonds					
B.1.a: Interest (including paying fees)					
B.1.b: Redemption (Must equal item III, C.1)					
2. Notes					
B.2.a: Interest (including paying fees)					
B.2.b: Redemption (Must equal item III, C.2)					
C. 1. PAYMENTS TO OTHER JURISDICTIONS FOR WORK ON THEIR ROADS/STREETS					
C.1.a: To counties					
C.1.b: To cities					
C.1.c: To other local agencies					
C.1.d: To state for state highway projects					
D. 1. EXPENDITURES THAT ARE REIMBURSED FOR WORK DONE ON OTHERS' ROADS/STREETS					
D.1.a: Non-road and street work					
D.1.b: Work reimbursed by another agency for their road/street work					
TOTAL DISBURSEMENTS				1,366,553,744	
ENDING BALANCE(S) (See Instructions on what should be included)				1,983,602,287	
TOTAL FUNDS ACCOUNTED FOR (Must equal Total Funds Available for on Part I)					
Does Total Funds Available equal Total Funds Accounted for??				TRUE	
Please complete the following even if not part of road & street expense.					
HIGHWAY AND TRAFFIC POLICE EXPENSE					
Please calculate or estimate the amount of police department expense applicable to traffic policing.				This is an amount	
HIGHWAY AND TRAFFIC POLICE REVENUE SOURCE					
Please identify the source of revenue for traffic policing expenditures; i.e.,				This is the source, not a dollar amount	

Albany	Ashland	Astoria	Baker City	Beaverton	Bend	Brookings
				\$357,891	\$1,409,795	
\$175,683	\$88,929		\$20,513	\$479,134	\$708,500	\$39,497
	\$1,223,273			\$4,418,221	\$7,814,059	
				\$8,308	\$14,514,097	
			\$24,716	\$881,795	\$625,561	
\$2,836,437	\$3,687	\$538,717	\$334,312	\$250	\$4,784,377	
			\$7,878	\$20,668	\$2,915,989	\$277,713
\$1,333,698	\$1,365,763	\$102,186	\$561,911	\$5,128,020	\$4,733,412	\$421,699
\$483,625	\$116,670	\$222,352	\$87,939	\$2,168,417	\$1,063,941	\$7,976
	\$9,517	\$4,914	\$35,166		\$1,482,826	
	\$37,772	\$81,014				
\$1,152,840	\$1,297,916	\$142,051	\$281,833	\$2,117,597	\$5,389,810	\$43,775
	\$11,962				\$3,293,953	
\$0	\$70,000	\$0	\$0	\$0	\$6,748,500	\$0
					\$26,777	\$335
\$0	\$0	\$0	\$0	\$0	\$993,617	\$4,579
\$6,062,283	\$4,225,489	\$1,091,233	\$1,354,268	\$15,580,301	\$56,505,214	\$795,574
\$11,743,137	\$3,872,437	\$2,108,415	\$1,854,321	\$25,782,153	\$122,077,334	\$1,055,957
\$17,805,420	\$8,097,926	\$3,199,648	\$3,208,589	\$41,362,454	\$178,582,548	\$1,851,531
TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE
62,304.00	200,000.00	136,594.81	689,728.00	5,216,925.00	1,780,999.06	664,382.00
This is an amount	This is an amount	This is an amount	This is an amount	This is an amount	This is an amount	This is an amount
General Fund	General Fund	GENERAL FUND	General Property	General Fund	GENERAL FUND	General Fund
This is the source, not a dollar amount	This is the source, not a dollar amount	This is the source, not a dollar amount	This is the source, not a dollar amount	This is the source, not a dollar amount	This is the source, not a dollar amount	This is the source, not a dollar amount

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OREGON DEPARTMENT OF TRANSPORTATION In cooperation with The League of Oregon Cities and the Association of Oregon Counties				Please Return to: Economics@odot.state.or.us	
Local Road and Street Questionnaire for the Fiscal Year Ending June 30,				2020	
Prepared by:		Local Jurisdiction Name:			
E-mail					
Phone					

ITEM	III. DEBT FOR ROAD AND STREET PURPOSES	AMOUNT	Albany	Ashland	Astoria	Baker City	Beaverton	Bend	Brookings	Canby	Central Point	Coos Bay
A.	1. OPENING DEBT - <i>Should agree with prior year's closing debt amount</i>											
	A.1.a: Bonds	\$431,452.501										
	A.2.b: Notes	\$103,309.592										
B.	1. ISSUES											
	B.1.a: Bonds <i>(Must equal Part I, Item A.6.a)</i>		5,793,693.18 - 7,969,212.00									
	B.2.b: Notes <i>(Must equal Part I, Item A.6.b)</i>		- 668,240.00 -									
C.	1. REDEMPTION											
	C.1.a: Bonds <i>(Must equal Part II, Item 8.1.b)</i>		6,748,500.45 - 3,301,600.00									
	C.1.b: Notes <i>(Must equal Part II, Item 8.2.b)</i>		993,617.00 4,579.00 -									
D.	1. CLOSING DEBT											
	D.1.a: Bonds		585,000.00 69,286,262.73 - 6,314,030.00									
	D.1.b: Notes		- 677,760.00 -									

Cornelius	Corvallis	Cottage Grove	Creswell	Dallas	Eagle Point	Eugene	Fairview	Florence	Forest Grove	Gladstone	Grants Pass	Gresham	Happy Valley	Hermiston	Hillsboro	Hood River	Independence
\$20,767		\$53,507		\$1,151,174								\$6,870,161					
		\$20,476						\$3,739,883				\$22,945,447					
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10,383.12	7,591.26		64,000			9,840,000.00		-				269,804.64					
-	20,475.96		-			-		269,027.00				772,222.28					
10,383.80	45,915.43		1,087,174			-		-				6,600,356.36					
-	-		-			-		3,470,855.58				26,351,259.55					

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Linn	Malheur	Marion	Morrow	Multnomah	Nysa RD #2	Ontario RD #3	Polk	Sherman	Tillamook	Umatilla	Union	Wallowa	Wasco	Washington	Wheeler	Yamhill	GRAND TOTAL
				\$110,827,807			\$415,000								N/A		431,452,501.13
				\$1,299,912	\$43,046	\$43,046								\$66,832,645	N/A		103,309,592.48
				-	-	-	-		3,590,850.09		-			-	-	-	71,968,755.27
				-	-	-	-		-		-				-	-	11,587,827.08
				10,012,383.00	-	-	55,000.00		-		-			-	-	-	84,639,952.12
				240,095.00	-	-	-		-		60,982.00			8,103,065.50	-	-	10,889,278.91
				100,815,424.00	-	-	360,000.00		3,590,850.09		-			-	N/A	-	418,781,304.28
				1,059,817.19	43,046.00	43,046.00	-		-		(60,982.00)			58,729,579.45	N/A	-	104,008,140.65

OREGON DEPARTMENT OF TRANSPORTATION In cooperation with The League of Oregon Cities and the Association of Oregon Counties		Please Return to: Economics Division or as	
Local Road and Street Questionnaire for the Fiscal Year Ending June 30,		2021	
Prepared by: Anella Ehlers, Deputy Finance Director		Local Jurisdiction Name:	
E-mail: letters@brookings.or.us			
Phone: 541-469-1126			
Must complete roads in your jurisdiction and list on the "NHS by County" tab			
IV. EXPENDITURES ON CLASSIFIED AND LOCAL ROADS AND STREETS		AMOUNT	
CAPITAL OUTLAY: Construction, Expansion and Preservation			
Urban Principal Arterial - Other on the National Highway System			
UPAO: Right of Way			
UPAO: Engineering			
Including Capital Improvement Plan Development,			
Preliminary Engineering and Construction Engineering			
UPAO: Construction and Expansion			
UPAO: New Facilities			
UPAO: Capacity Improvements			
UPAO: System Preservation			
UPAO: System Enhancement			
TOTAL CAPITAL OUTLAY for Urban Principal Arterial - Other on NHS			
Urban Principal Arterial - Freeway & Expressway on the National Highway System			
UPAF: Right of Way			
UPAF: Engineering			
Including Capital Improvement Plan Development,			
Preliminary Engineering and Construction Engineering			
UPAF: Construction and Expansion			
UPAF: New Facilities			
UPAF: Capacity Improvements			
UPAF: System Preservation			
UPAF: System Enhancement			
TOTAL CAPITAL OUTLAY for Urban Principal Arterial - Freeway & Expressway on NHS			
Urban Minor Arterial on the National Highway System			
UMA: Right of Way			
UMA: Engineering			
Including Capital Improvement Plan Development,			
Preliminary Engineering and Construction Engineering			
UMA: Construction and Expansion			
UMA: New Facilities			
UMA: Capacity Improvements			
UMA: System Preservation			
UMA: System Enhancement			
TOTAL CAPITAL OUTLAY for Urban Minor Arterial on NHS			
Urban Major Collector on the National Highway System			
UMaJC: Right of Way			
UMaJC: Engineering			
Including Capital Improvement Plan Development,			
Preliminary Engineering and Construction Engineering			
UMaJC: Construction and Expansion			
UMaJC: New Facilities			
UMaJC: Capacity Improvements			
UMaJC: System Preservation			
UMaJC: System Enhancement			
TOTAL CAPITAL OUTLAY for Urban Major Collector on NHS			
Urban Minor Collector on the National Highway System			
UMinC: Right of Way			
UMinC: Engineering			
Including Capital Improvement Plan Development,			
Preliminary Engineering and Construction Engineering			
UMinC: Construction and Expansion			
UMinC: New Facilities			
UMinC: Capacity Improvements			
UMinC: System Preservation			
UMinC: System Enhancement			
TOTAL CAPITAL OUTLAY for Urban Minor Collector on NHS			
Urban Local on the National Highway System			
UL: Right of Way			
UL: Engineering			
Including Capital Improvement Plan Development,			
Preliminary Engineering and Construction Engineering			
UL: Construction and Expansion			
UL: New Facilities			
UL: Capacity Improvements			
UL: System Preservation			
UL: System Enhancement			
TOTAL CAPITAL OUTLAY for Urban Local on NHS			
Rural Principal Arterial - Other on the National Highway System			
RPAO: Right of Way			
RPAO: Engineering			
Including Capital Improvement Plan Development,			
Preliminary Engineering and Construction Engineering			
RPAO: Construction and Expansion			
RPAO: New Facilities			
RPAO: Capacity Improvements			
RPAO: System Preservation			
RPAO: System Enhancement			
TOTAL CAPITAL OUTLAY for Rural Principal Arterial - Other on NHS			
Rural Major Collector on the National Highway System			
RMaJC: Right of Way			
RMaJC: Engineering			
Including Capital Improvement Plan Development,			
Preliminary Engineering and Construction Engineering			
RMaJC: Construction and Expansion			
RMaJC: New Facilities			
RMaJC: Capacity Improvements			
RMaJC: System Preservation			
RMaJC: System Enhancement			
TOTAL CAPITAL OUTLAY for Rural Major Collector on NHS			
Rural Local on the National Highway System			
RL: Right of Way			
RL: Engineering			
Including Capital Improvement Plan Development,			
Preliminary Engineering and Construction Engineering			
RL: Construction and Expansion			
RL: New Facilities			
RL: Capacity Improvements			
RL: System Preservation			
RL: System Enhancement			
TOTAL CAPITAL OUTLAY for Rural Local on NHS			

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